



Title
2014 North Beacon Safety Improvements

Seattle, Washington

SEPA Checklist

February 4, 2014

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

2014 North Beacon Safety Improvements

2. Name of applicant:

Seattle Department of Transportation (SDOT)

3. Address and phone number of applicant and contact person:

Megan Hoyt
Seattle Department of Transportation
PO Box 34996
Seattle, Washington 98124-4996
206-684-5127

4. Date checklist prepared

January 30, 2014

5. Agency requesting checklist:

SDOT

6. Proposed timing or schedule (including phasing, if applicable):

Construction is planned for June through December 2014. The construction at the Beacon-Holgate Bridge between 8th Avenue South and Airport Way South may be completed at a later date than the rest of the project.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

There are no additions, expansions, or further activities related to this proposal planned at this time.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

The sidewalk installation along Beacon Avenue South crosses steep slope environmental critical areas. Seattle Public Utilities (SPU) Geotechnical Engineering reviewed the project plans and concluded that the risk of damage to adjacent properties is minimal. See memo from Megan Higgins, P.E., SPU Geotechnical Engineer dated December 23, 2013

SDOT reviewed Ecology records regarding soil and groundwater contamination on parcels near the project area. Two parcels near the planned work at the 14th Avenue South and South Beacon Street

intersection are contaminated and are registered in Ecology's Voluntary Cleanup Program. A parcel near the project area at the Beacon – Holgate Bridge at South Holgate Street and 8th Avenue South is listed as a leaking underground storage tank site undergoing cleanup under Ecology oversight.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

A search of the Seattle Department of Planning and Development (DPD) Activity Locator web site on December 30, 2013 showed no applications have been filed or permits issued for development on parcels adjacent to the project site along Beacon Avenue South east of South Holgate Street or along 14th Avenue South between June 1, 2013 and December 30, 2013.

A search of the Seattle Department of Planning and Development Activity Locator web site on January 7, 2014, showed that DPD had issued construction permits (permit numbers 6365079 and 6365080) for 2 mixed used commercial buildings at 801 South Holgate and another two similar buildings on parcels immediately to the east on October 2, 2013. In addition a land use permit allowing for construction of a four story building with warehouse and above grade parking for automotive sales and service was granted for the same project on July 8, 2013. The private construction is located on parcels near the south east corner of 8th Avenue South and South Holgate Street. The sidewalk ramp that SDOT plans to install is on the north side of the Beacon-Holgate Bridge which is located in the center of South Holgate Street. The pedestrian ramp should not impact the building construction and SDOT will coordinate any temporary road closings during construction with those caused by the building project.

10. List any government approvals or permits that will be needed for your proposal, if known.

- National Pollution Discharge Elimination System (NPDES) Construction Stormwater General Permit, Washington Department of Ecology
- Street Use Permit, SDOT
- (Potentially) Noise Variance, DPD
- (Potentially) King County Industrial Waste discharge permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

SDOT plans to construct a sidewalk on Beacon Avenue South from 14th Avenue South to South Holgate Street along the east side of the roadway. SDOT will also construct an uphill bicycle lane on the west side of Beacon Avenue South across from the sidewalk. The sidewalk and bike lane will improve the connection between the Mountains to Sound Trail and North Beacon Hill and provide a continuous pedestrian connection between the Beacon – Holgate Bridge and North Beacon Hill. Slower moving uphill bicycle traffic on Beacon Hill will be able to use the bicycle lane so they do not delay traffic. The sidewalk will improve pedestrian access to Beacon Hill Elementary School.

SDOT plans to formally close 13th Avenue South at its intersection with Beacon Avenue South. This intersection is now blocked with a temporary ecology block barrier. A more substantial barrier, a sidewalk and stairs will be constructed to provide community space and provide pedestrian access to Beacon Hill School.

SDOT plans to realign the intersection and install curb bulbs and ramps at the 14th Avenue South and Beacon Avenue South intersection. The intersection will have an all-way stop and marked crosswalks

on all legs. Southbound traffic on 14th Avenue South will be required to turn left or right only, except bicycles. At the 14th Avenue South and the Beacon Avenue South intersection, southbound 14th Avenue South will have two lanes and northbound Beacon Avenue South will have two lanes. These improvements will narrow the intersection to improve visibility and pedestrian safety and reduce cut-through traffic on 14th Avenue South, south of Beacon Avenue South.

SDOT plans to install curb bulbs and ramps at 14th Avenue South and South College Street. This will improve visibility and safety for pedestrians.

SDOT plans to replace the pedestrian stairway to the Beacon-Holgate Bridge sidewalk at South Holgate Street with a pedestrian ramp to allow bicycle and ADA access. This will improve the connection between the North Beacon Hill and SODO neighborhoods. The pedestrian ramp is likely to be supported by a soldier pile wall. SPU will move or improve the support system for an existing water main below the bridge prior to the soldier pile installation. The water main work will require excavation to a depth of approximately seven feet. Groundwater depth in the area is reported to be six to seven feet.

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The project consists of the following locations:

- Beacon Avenue South between South Holgate Street and 14th Avenue South
- The intersection of 14th Avenue South and Beacon Avenue South
- The intersection of 14th Avenue South and South College Street
- The Beacon-Holgate Bridge between Airport Way S and 8th Ave S

The project is located in Township 24N, Range 4E, Section 8 in Seattle, Washington. See attached map.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (check those applicable)

- ✓ Flat
- Rolling
- Hilly
- ✓ Steep Slopes
- Mountainous
- Other

Beacon Avenue South is a steep hill from I-5 to 13th Avenue South where it flattens out. The intersections of 14th Avenue South with Beacon South and South College Street are flat.

b. What is the steepest slope on the site (approximate percent slope)?

The steepest slope along Beacon Avenue is approximately 10 percent. There are steep slope environmentally critical areas on parcels located adjacent to the sidewalk and bike path installations on Beacon Avenue South between South Holgate Street and 13th Avenue South. These slopes are 40 percent or greater.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The soil for the east portion of the project is predominately characterized as younger glacial deposits from beneath the Vashon glacial ice and recessional outwash deposits. These deposits contain stratified sand and gravel, moderately sorted to well sorted and less commonly silty sand and silt.

As you move west the on the project site the soils transition to soils identified as Lawton clay. These soils contain massive silt and clay that represent the transition from glacial to non- glacial deposits that were present in valleys below 240 feet at the time of the Vashon glaciation.

On the west margin of the project area near South Holgate Street the soils consists of deposits from the older Possession glaciation. The soils consist of silt and clay covered with fill.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Yes. The directional growth of some trees along Beacon Avenue South indicates unstable soils exist along Beacon Avenue South. There are known landslide and landslide prone environmentally critical areas within the project limits.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

In areas where sidewalk is being constructed along Beacon Avenue South the project will require approximately 6 to 12 inches of excavation to accommodate the increased thickness of the new paving.

The sidewalk and driveway repair for the project will require approximately:

- 960 tons of mineral aggregate
- 555 tons of hot and warm -mix asphalt; and
- 375 cubic yards of concrete.

The amounts of materials to be used for the Beacon-Holgate bridge access are still being determined.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Disturbed areas of the project site could be susceptible to erosion during pavement and concrete removal operations. Construction will be phased, limiting the area of exposed soil. Appropriate best management practices (BMPs) will be implemented to ensure that erosion is minimized.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The project will change impervious surface by adding new impervious materials for some portion of sidewalks. Where there is room, planting strips will be added but most of the project area will be covered by impervious surface.

Sidewalk construction will add 22,500 square feet of impervious surface; driveways and roadways (including the bicycle lane) will add 47,295 square feet of impervious surface. The total of new plus replaced impervious surface will be 69,795 square feet.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

BMPs will be implemented to reduce or control erosion during construction, in accordance with the City's Standard Specifications for Road, Bridge, and Municipal Construction, along with the Seattle Stormwater Code. The contractor will be required to submit and follow a Stormwater Pollution Prevention Plan (SWPPP) and comply with the NPDES Construction Stormwater General Permit, which requires the release of sediment and other pollutants to nearby water bodies.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke, greenhouse gases) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Construction:

The typical sources of emissions during construction of transportation projects include:

- Fugitive dust generated during excavation, grading, and other construction activities;
- Engine exhaust emissions from construction vehicles, work vehicles, and construction equipment;
- Increased motor vehicle emissions associated with increased traffic congestions during construction and;
- Volatile organic and odorous compounds emitted during asphalt paving.

The total emissions and timing of the emissions from these sources will vary depending on the phasing of the project and construction methods. The project is estimated to result in approximately 35,000 metric tons of carbon dioxide equivalent (MTCO₂e), which accounts for the manufacture of paving materials, construction related emissions, and maintenance of the pavement over its expected life cycle.

This estimate was calculated using a conservative emissions factor of 50 MTCO₂e per 1,000 square feet of new pavement (26,381 square feet), developed by King County from an analysis of several different life cycle assessments of the environmental impacts of roads. It is important to note that these studies estimated the embodied emissions for streets. Paving that includes sidewalks would likely use less cement and hence have lower embodied emissions.

After Construction:

No analysis is available to describe the impacts on greenhouse gas emissions for the completed project. Having additional sidewalk encourages pedestrian travel and having additional bicycle facilities should encourage cycling, both of which generate less greenhouse gas emission than motor vehicle travel.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

There are no known off-site sources of emissions or odor that would affect this proposal.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:**

During construction, impacts to air quality would be reduced and controlled through implementation of standard federal, state, and local emission control criteria, in accordance with the City's Standard Specifications for Road, Bridge, and Municipal Construction. The City's Standard Specifications require that contractors maintain air quality to comply with the National Emission Standards for Hazardous Air Pollutants and National Ambient Air Quality Standards. Reducing air quality impacts during construction could involve such measures as spraying areas of exposed soil with water for dust control, periodically cleaning streets in the construction zone, and minimizing vehicle and equipment idling to limit exhaust emissions.

3. Water

- a. Surface:**

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

There are no surface water bodies in the immediate vicinity of the project. Drainage from the site enters the Duwamish River via the City of Seattle storm drains or the King County Wastewater Treatment Plant at West Point via the combined sewer system as follows.

	Project	Collection System	Point of Discharge
Beacon Ave S	North of 11 th Avenue S	Storm	Duwamish Waterway
	11 th Ave. S to 14 th Ave. S	Combined	West Point
	14 th Ave. & Beacon Ave. S Int.	Storm	Duwamish Waterway
	14 th Ave. S & S College St. Int.	Storm	Duwamish Waterway
	Beacon Ave Sidewalk Ramp at s Holgate & 8 th Avenue South	Combined	West Point

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

The project will not work over, in, or adjacent to any water bodies.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

No fill or dredge material will be placed in or removed from surface water as part of the proposed project.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

The project will not require surface water withdrawals or diversions.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

No, the project does not lie within a 100-year floodplain.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

No. BMPs will be used to insure that sediment and cement waste are not discharged to surface waters.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

It is likely that groundwater will need to be withdrawn by SPU when they move or reinforce the water main near the Beacon Avenue South overpass near South Holgate Street and 8th Avenue South. This work is expected to be completed prior to SDOT's construction of the soldier pile that will support the sidewalk ramp.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

Not applicable.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

The stormwater from Beacon Avenue South, 14th Avenue South and South Holgate Street flows to the Duwamish River via the City of Seattle drainage system and the King County Wastewater Treatment Plant at West Point via the combined sewer system. See table in question 3.a.1.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.**

No, waste materials will not enter ground or surface waters.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Per Seattle Stormwater Code requirements, Green Stormwater Infrastructure to control flow volume will be installed to the maximum extent feasible on this project site. Trees and amended soil may be used to reduce stormwater volume flowing from the project site.

4. Plants

a. Check or circle types of vegetation found on the site:

- ✓ deciduous tree: alder, maple, aspen, other
- ✓ evergreen tree: fir, cedar, pine, other
- ✓ shrubs
- ✓ grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- ✓ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Following the evaluation of the City Arborist trees may be trimmed or removed along Beacon Avenue South as needed to provide for pedestrian safety and the sustainability of the sidewalk installation. The City Arborist will also evaluate the feasibility of installing trees at the at the 13th Avenue South, 14th Avenue South and Beacon Avenue South intersections.

c. List threatened or endangered species known to be on or near the site.

The project area crosses a wildlife diversity corridor on Beacon Avenue South but all project work in this vicinity will be performed within the Beacon Avenue South right-of-way or in previously disturbed areas and should not impact the wildlife in the corridor.

- d. **Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:**

Where there is space available plants will be installed per a landscape plan approved by the City arborist.

5. Animals

- a. **Birds and animals which have been observed on or near the site or are known to be on or near the site (indicated by bold, underlined font):**

Birds: hawk, heron, eagle, songbirds, other: Crows pigeons, doves, starlings and house sparrows are common urban species that could occur in the project area

Mammals: deer, bear, elk, beaver, other: Rodents including rats and squirrels and raccoons could occur in the project area

Fish: bass, salmon, trout, herring, shellfish, other:

- b. **List any threatened or endangered species known to be on or near the site.**

The project area crosses a wildlife diversity corridor on Beacon Avenue South but all project work in this vicinity will be performed within the Beacon Avenue South right-of-way or in previously disturbed areas and should not impact the wildlife in the corridor.

- c. **Is the site part of a migration route? If so, explain.**

The project is within a principal route of the North American Pacific Flyway. However, this project does not alter or remove any habitat that would that would affect migrating birds

- d. **Proposed measures to preserve or enhance wildlife, if any:**

The project would not materially affect wildlife and therefore the project will not include special measures to preserve or enhance wildlife. The work will take place within the existing right-of-way or in previously disturbed areas, which are not habitat for wildlife.

6. Energy and natural resources

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

No energy needs are associated with the completed project.

- b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

The project does not involve building structures or planting vegetation that would block access to the sun for adjacent properties.

- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

Not applicable (see item B6a).

7. Environmental health

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.**

Potentially hazardous materials likely to be present during construction include gasoline and diesel fuels, hydraulic fluids, oils, lubricants, solvents, paints, asphalt cement and other chemical products. A spill of one of these substances could occur during construction as a result of either equipment failure or worker error.

Two private parcels located adjacent to the 14th Ave South and Beacon Avenue South intersection work area have historical soil and groundwater petroleum contamination. Groundwater from both sites is thought to flow away from the project area. One of the sites has completed a voluntary clean-up and was removed from the Ecology Contaminated site list in 2010. The other site began a voluntary cleanup in 2007 that has not been completed. The extent of the soil contamination is not known. There will limited excavation in the right-of-way for installation of drainage structures and utility poles.

A private parcel located south of the Beacon –Holgate Bridge at South Holgate Street has historic petroleum contamination. Some of the contaminated soil remains on the site. The extent of the soil contamination in the right of way is unknown, but the project work area will be in the middle of the street north of the parcel boundary. The groundwater on the site no longer exceeds MTCA Method A levels and it flows to the southwest away from the project area. Construction of the pedestrian ramp will require installation of support, such as a soldier pile wall that may require excavation to protect a water main.

Although unexpected, contaminated soils, sediments or groundwater could also be exposed during removal of existing paving. If disturbed, contaminated substances could expose construction workers and potentially other individuals in the vicinity through blowing dust, stormwater runoff, or vapors.

1) Describe special emergency services that might be required.

No special emergency services are anticipated to be required during construction or maintenance of the completed project.

2) Proposed measures to reduce or control environmental health hazards, if any:

A Health and Safety Plan will be submitted by the construction contractor before work commences. This plan will provide information on any toxic substances that may be associated with the project and outline safe procedures for handling any of these substances.

A Spill Plan will be developed to control spills. Any contaminated materials that are encountered during construction will be contained and disposed of in a manner consistent with the level of contamination, in accordance with federal, state and local regulatory requirements, by a qualified contractor(s) and/or City staff.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

There are no sources of noise that will affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

The noise produced by this project will be typical of road construction projects and include contributions from vehicle engines, excavating equipment, saw cutting, cement trucks and asphalt paving equipment. In addition there will be noise and vibration from the pile driving when the soldier pile wall is constructed.

Noise levels in the vicinity of construction would temporarily increase during construction activities. Noise levels within 50 feet of construction equipment may exceed 90 dB for short periods of time. However, short-term noise from construction equipment will be limited to the allowable maximum levels specified in the City of Seattle's Noise Control Ordinance (SMC 25.08.425 – Construction and equipment operations).

Noise from construction equipment would occur between the hours of 7 am and 10 pm weekdays, and 9 am to 10 pm on the weekends during construction. Although not expected, if there is a need for work outside these times to minimize traffic impacts, the project will request a noise variance permit to allow some construction work at night.

After completion of the project, occasional noise from equipment used for on-going routine maintenance and repair will occur, but would be limited to 7 am to 10 pm weekdays and 9 am to 10 pm weekends.

3) Proposed measures to reduce or control noise impacts, if any:

SMC 25.08.425, which prescribes limits to noise and construction activities, will be fully enforced while the project is under construction. The following measures may be used to minimize noise impacts during construction:

- Whenever possible, operation of heavy equipment and other noisy activities would be limited to non-sleeping hours.
- Effective mufflers would be installed and maintained on equipment.
- Equipment and vehicle staging areas would be located as far from residential areas as possible.
- Idling of power equipment would be minimized.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties?

All of the sidewalks are being constructed within the City right-of-way. Adjacent properties are residential and commercial. A portion of the project right-of-way is adjacent to a greenbelt.

b. Has the site been used for agriculture? If so, describe.

No. The site has not been used for agriculture in the recent past.

c. Describe any structures on the site.

Aside from buildings adjacent to the project sites, structures along the corridor include utility poles with street lights and signal systems; underground structures for drainage, electrical, and water; and other utilities.

d. Will any structures be demolished? If so, what?

No, the proposed project will not demolish any structures.

e. What is the current zoning classification of the site?

The project site contains single family, multifamily and neighborhood commercial zones. Portions of the project area are within the North Beacon Residential Urban Village and the Beacon Hill Station Overlay District.

The project area is listed in the City of Seattle Pedestrian Master Plan as a priority area for improvements. The 2007 City of Seattle Bicycle Master Plan recommends the installation of a bicycle climbing lane on Beacon Avenue South which is part of this project.

f. What is the current comprehensive plan designation of the site?

The project area is designated as part of the North Beacon Residential Urban Village Hub.

g. If applicable, what is the current shoreline master program designation of the site?

There are no designated shorelines within the project area.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Yes the project area along Beacon Avenue South is adjacent to steep slope, known slide and landslide prone and wildlife corridor environmentally critical areas.

i. Approximately how many people would reside or work in the completed project?

Not applicable.

j. Approximately how many people would the completed project displace?

Not applicable.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The sidewalk project is consistent with the City of Seattle's Comprehensive Plan Toward a Sustainable Seattle as well as being consistent with the actions prioritized in two plans for promoting alternative modes of transportation:

- The 2007 Bicycle Master Plan Recommended Bicycle Facilities Map for south Seattle shows an in-street climbing bicycle lane long Beacon Avenue South between South Holgate Street and 14th Avenue South as the recommended bicycle facility.
- The 2009 Seattle Pedestrian Master Plan shows the area along Beacon Avenue South between South Holgate Street and 13th Avenue South as a Tier 1 high priority area for pedestrian improvements along the roadway. The approach to the Beacon-Holgate Bridge is listed as a Tier 1 high priority area for improving the roadway crossing of I-5. The project areas located at 14th Avenue South and Beacon Avenue South and 14th Avenue South and South College Street are Tier 2 priority areas for pedestrian improvements.

The improvements being proposed have also been recommended by the 2008 Southeast Transportation Study (SETS), the 2010 Beacon BIKES Circulation Plan and the 2011 Neighborhood Plan Update. The Neighborhood Update Plan recommended the City "Enhance pedestrian safety along key streets within the Urban Village". Some of these improvements were requested in a 2013 Neighborhood Park and Street Fund application.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Not applicable.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Not applicable.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable.

10. Aesthetics

- a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

No structures will be built as part of this sidewalk and intersection improvement construction project.

- b. **What views in the immediate vicinity would be altered or obstructed?**

No view impacts are expected to result from this project. The trees that are planted will not obstruct any view corridors.

- c. **Proposed measures to reduce or control aesthetic impacts, if any:**

The project will not have aesthetic impacts, therefore no measures are proposed.

11. Light and glare

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

During Construction: If the project work were to occur after daylight hours, the contractor might use portable lighting to aid in construction.

After Construction: No harmful light or glare is associated with the final proposal. Some of the existing street lights may be moved closer to the curb. The east side of Beacon Avenue South up to 13th Avenue South has many trees which will shield lights. The buildings that face South Holgate Street north of the proposed pedestrian ramp do not have windows. The parcels on the south side of the Beacon-Holgate Bridge are already subject to lights on the bridge.

- b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

No. The only change in lighting will be moving existing street lights closer to the curb. Lights will only be moved or added if analysis shows it is necessary to meet pedestrian illumination standards. Lights may be added when the Beacon-Holgate Bridge pedestrian ramp is constructed but these will not obstruct views.

- c. **What existing off-site sources of light or glare may affect your proposal?**

There are no existing off-site sources of light or glare that would affect the project.

- d. **Proposed measures to reduce or control light and glare impacts, if any:**

The project will not have light or glare impacts, therefore no measures are proposed.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

The Mountains to Sound Greenway trail is near the project work area just north of 11th Avenue South. This project will connect the trail to North Beacon Hill.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No. The project intends to construct sidewalks and improve mobility throughout the neighborhood.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

During construction, a traffic management plan will be put in place so that the local residents and businesses have access to their properties. The completed project will improve pedestrian and bicyclist access to the Mountains to Sound Greenway trail.

13. Historic and cultural preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

The closest property on the National Register of Historic Places is the Turner-Koepf House located at 2336 15th Avenue South, more than a block from any of the project work areas. This project will have no impact on the historic property.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

During project planning, SDOT sent a map and description of the project to the Washington State Department of Archeological and Historic Preservation (DAHP) for its opinion on the likelihood of the project adversely affecting historic, archeological or cultural resources and reviewed the property location in the Washington Information System for Architectural and Archeological Records Data (WISAARD). No landmarks or evidence of historic, archeological or cultural importance were identified in the project vicinity. The work will take place in existing, developed areas and the project is not likely to harm any cultural resources. SDOT will follow any DAHP recommendation and prepare a robust Inadvertent Discovery Plan for archaeological/historic finds and prepare construction crews for the possibility of encountering prehistoric and/or historic archaeological materials during ground disturbing activities.

c. Proposed measures to reduce or control impacts, if any:

Should evidence of cultural remains, either historic or prehistoric, be encountered during excavation, work in the immediate area will be suspended, and the find will be examined and documented by a professional archaeologist in accordance with State law. Decisions regarding appropriate mitigation and further action would be made at that time.

14. Transportation

- a. **Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

The project will take place within the public right-of-way of existing streets: Beacon Avenue South, 14th Avenue South and South College Street. Beacon Avenue South is accessed by South Holgate Street at the north boundary of this project and 14th Avenue South and the continuation of Beacon Avenue South on the south boundary of the project.

The Beacon Avenue South portion of the project is intersected by the Mountains to Sound Greenway trail, South Walker Street, 13th Avenue South, and 14th Avenue South. 13th Avenue South is closed to vehicle traffic at its intersection with Beacon Avenue South.

South Holgate Avenue, where the Beacon-Holgate Bridge across I-5, originates near 8th Avenue South can be accessed via 8th Avenue South, South Holgate Street and Airport Way South.

- b. **Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

Nearest Bus Stops

Intersection	Direction of Travel	Bus Stop Location	Distance to Project Area	Bus Routes
Beacon Avenue S and 14 th S	Northbound	Beacon Ave S and 15 th Ave S	1 block	36, 60
	Southbound	Beacon Ave S and 15 th Ave S	¾ block	36, 60
14 th Ave S and S College St.	Northbound	S Hill Street and 14 th Ave. S	2 blocks	36, 60
	Southbound	S Walker Street and 14 th Ave. S South	1 block	36, 60
8 th Ave S and S Holgate	Westbound	South Holgate Street & Airport Way S	¾ block	124

- c. **How many parking spaces would the completed project have? How many would the project eliminate?**

The project will not eliminate any legal parking spaces located in the public right-of-way. There is currently no parking allowed on Beacon Avenue South between South Holgate Street and 14th Avenue South. No parking is currently allowed on the north side of South Holgate Street between Airport Way South and 8th Avenue South. Parking is allowed in the vicinity of the 14th Ave South intersections with South College and with Beacon Avenue South. In these two locations the project will not remove any existing on-street parking spots that have adequate clearance from the intersections; however some curbside parking currently occurs within the 20-foot no parking zone and these areas will be removed.

Installing the sidewalk, curb and gutter along the north side of Beacon Avenue South may change curb cuts and reduce the number of parking spots that can be used on a private parcel located near 13th Avenue South.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

The project will add a bike lane to the west (uphill) side of Beacon Avenue South between South Holgate Street and 14th Avenue South. The project will also add minor new stormwater drainage infrastructure.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The project will not use or impact any water, rail or air transportation.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

The number of vehicular trips and peak volumes are not expected to change as a result of the proposed project. Construction-related traffic (i.e., large trucks and materials hauling) will occur temporarily during the construction period. The project may reduce vehicle use by allowing for safer pedestrian alternative travel.

- g. Proposed measures to reduce or control transportation impacts, if any:**

- The realignment of the 14th Avenue South and Beacon Avenue South intersection will require moving the existing bus trolley lines. Movement of the trolley lines will be coordinated with King County Metro. Service on this line will be maintained by diesel buses as needed during construction. Trolley service will resume once construction is complete. Buses on routes 36 and 60 may need to be rerouted during construction.
- The installation of the pedestrian ramp and water main work at South Holgate Street may require reroute of the Metro 124 line.
- SDOT will work to minimize disruptions and maintain adequate access during the construction phase.
- SDOT will inform adjacent property owners of work progress.
- SDOT will conduct public outreach before and during project construction to notify residents, businesses, local agencies, transit agencies, and other stakeholders of expected disruptions or changes in traffic flow.
- Temporary road closures will be minimized, and detour routes will have proper signage.
- The construction contractor will be required to submit a traffic control plan for approval by the City. The contractor will enforce the traffic control plan during construction.
- Alternative routes for pedestrians, bicyclists, and those with disabilities will be identified and marked clearly.

15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.**

The project would have no impact on the need for public services.

b. Proposed measures to reduce or control direct impacts on public services, if any.

The project will not impact public services, therefore no measures are required.

16. Utilities

a. Underline utilities currently available at the site:

Electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The project will make stormwater drainage improvements and will require the relocation of several Seattle City Light utility poles.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

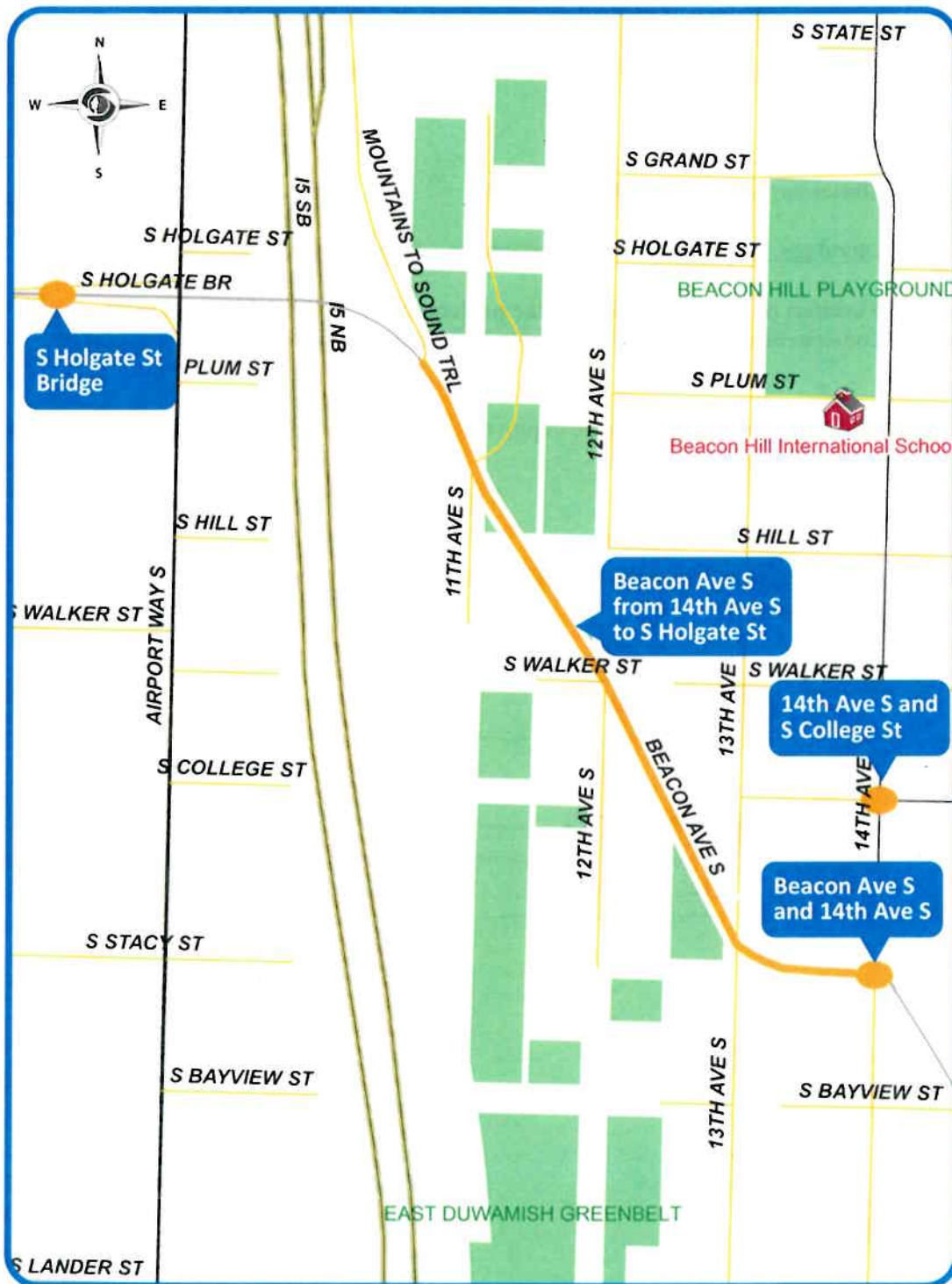
Prepared by Denise M. Healy

Signature: Denise M Healy

Date Submitted: February 4, 2014

Project Manager's Approval Yara Allen

Date Submitted 2/4/14



North Beacon Safety Improvements Project Area Map